(b) The port-wise position of forklifts, trailers and tractors operating in ports is indicated below:

Port	Forklifts	Trailers	Tractors
Bombay	56	120	57
Calcutta	52	111	38
Cochin	49	11	5
Kandla	10	7	4
Madras	94	41	22
Mormugao	10	Nil	Nil
New Mangalore	5	2	2
Paradip	14	2	2
Tuticorin	18	Nil	Nil
Visakhapatnam	43	5	4

(c) As per the assessment of the Working Group on Ports Sector for the Seventh Five Year Plan, the requirements including replacements, of equipments referred to in parts (a) and (b) of the Question in 7th Plan period are as under:

Calcutta:	Forklifts	2 Nos.
Madras:	Floating Crane	1 No.
	Forklifts	58 Nos.
	Trailers	12 Nos.
	Tractors	12 Nos.
Visakhapatnam:	Shore-fixed Cranes	4 Nos.
Mormugao:	Shore-fixed Cranes	4 Nos.
	Forklifts	6 Nos.
Tuticorin:	Forklifts	6 Nos.

Paradip Port

833. SHRI SUKOMAL SEN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state the steps taken by Government to deepen and improve the loading facilities of Paradip Port?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): The following steps have been taken to improve the loading facilities of Paradip Port:—

(i) A major scheme for modification of the Iron Ore Handling Plant at a cost of Rs. 11.74 crores has since been completed in January, 1984. With the completion of this Scheme, the capacity of the Port for handling iron ore has increased to 4.0 million tonnes. Besides this a rail-mounted reclaimer-cum-stacker at a cost of Rs. 407.09 lakhs is under installation.

(ii) The Second General Cargo Berth and Third General Cargo Berth have also been completed and the capacity of the Port to handle General Cargo has since increased from 0.35 million tonnes to 0.85 million tonnes as on 31-3-1985.

(iii) The Construction of a fertilizer berth at a cost of Rs. 28 crores has been sanctioned and the work is in progress. It is expected to be completed by October, 1985. With the completion of this project, the capacity of the Port will further increase by 1.20 million tonnes.

The deepening of the Paradip Port will depend upon allocation of funds for the purpose, in the 7th Plan which is yet to be finalised.

Railway track near arjunpur, West Bengal

834. SHRIMATI KANAK MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the railway track near Arjunpur in Murshidabad district of West Bengal is in a critical state due to erosion of river Ganga;

(b) if so, what are the details thereof;

(c) whether Government have taken any steps to protect this railway track;

(d) if so, what are the details thereof; and

(e) if the answer to part (c) above be in negative, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b) The Railway is aware of the erosion activity of river Ganga in this reach. At the location of Arjunpur near Sankopara Railway Station, the river bank is 325 Metres away from the track and condition is presently not critical and is being kept under constant watch.

(c) Not considered necessary for the present.

(d) and (e) Do not arise.

Frosion of River Ganga

835. SHRIMATI KANAK MUKHERJEE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether it is a fact that the West Bengal Government has repeatedly urged the Farakka Barrage authorities to undertake some anto-erosion projects;

(b) whether Government are aware that many villages in Murshidabad district are now seriously threatened by the erosion of Ganga; and

(c) if so, the steps Government propose to check the erosion?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND): (a) to (c) Government of West Bengal have suggested undertaking of some anti-erosion works by the Farakka Project Organisation. The Farakka Project Organisation has already executed the bank protection works along the Ganga river in Murshidabad District to the extent they were immediately required for the safey of the project complex. A scheme of additional anti-erosion measures for the project associated area has been formulated by the Faraka Proejct Organisation and is proposed for inclusion in the Seventh Plan. For the remaining reaches of the Ganga in the Murshidabad District, Government of West Bengal have formulated some anti-erosion schemes and these are under implementation by them in phases.

Movement of salt to West Bengal

836. SHRIMATI KANAK MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that supplies to West Bengal have been adversely affected during the past few months due to the inadequate allotment of railway wagons;

(b) if so, what are the details thereof; and

(c) what steps have so far been taken by Government for allotment of more wagons for salt movement to West Bengal?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) No, Sir.

(b) and (c) Do not arise.